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SOL
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New Smyrna Bd of Trade

A harbor of refuge

[s.l.: s.n.]

[n.d.]

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N532 New Smyrna Board of Trade.

A harbor of refuge, a harbor of commerce, a
harbor for the people at New Smyrna, Florida.
9p.

Folded maps separate.

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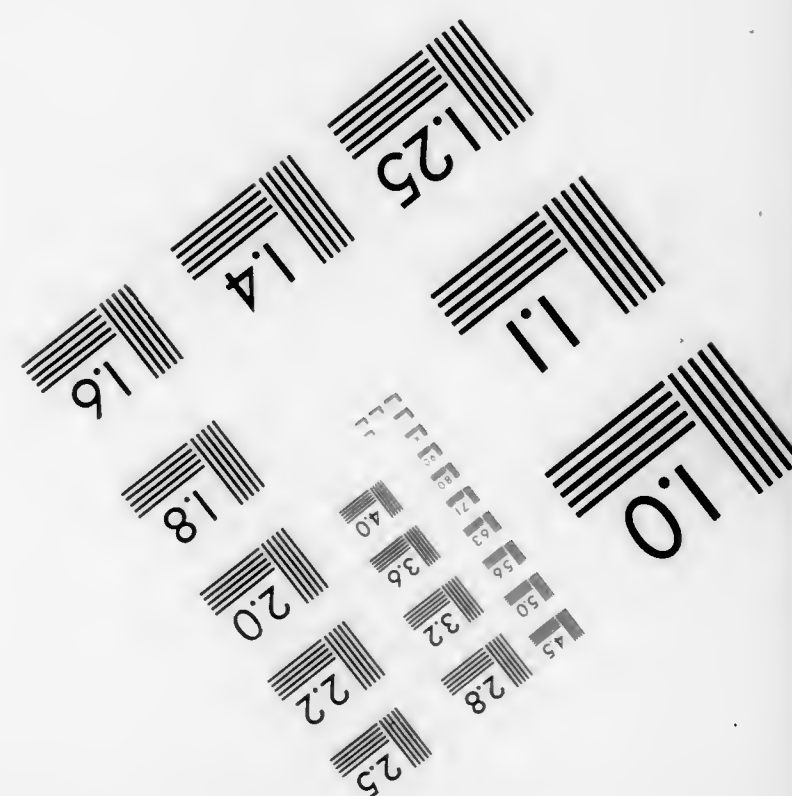
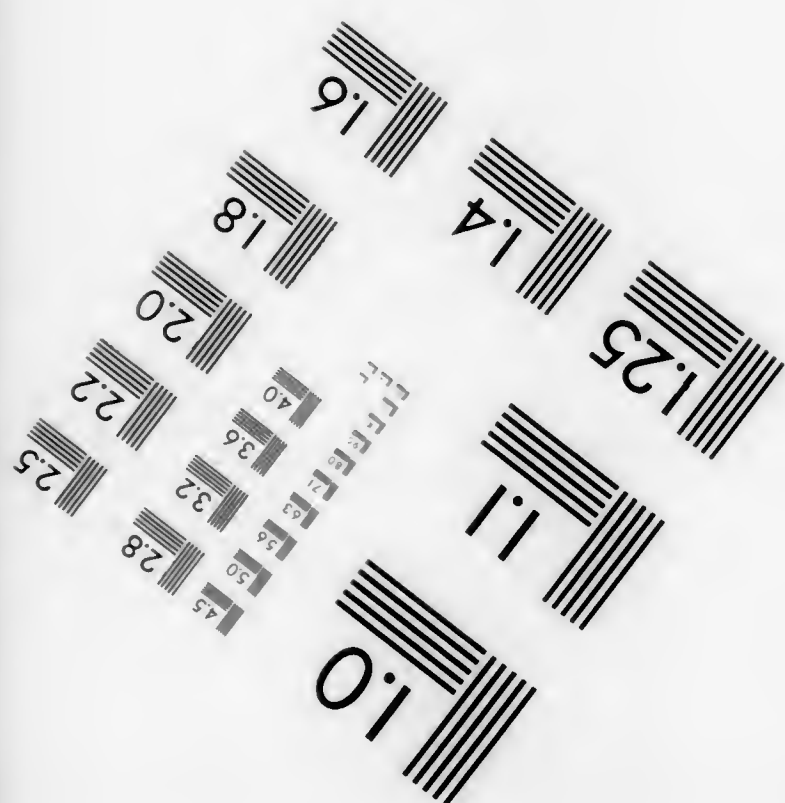
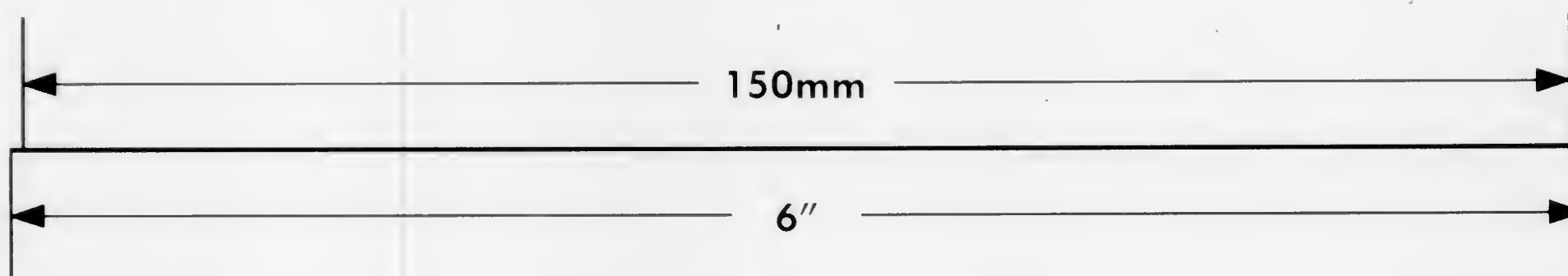
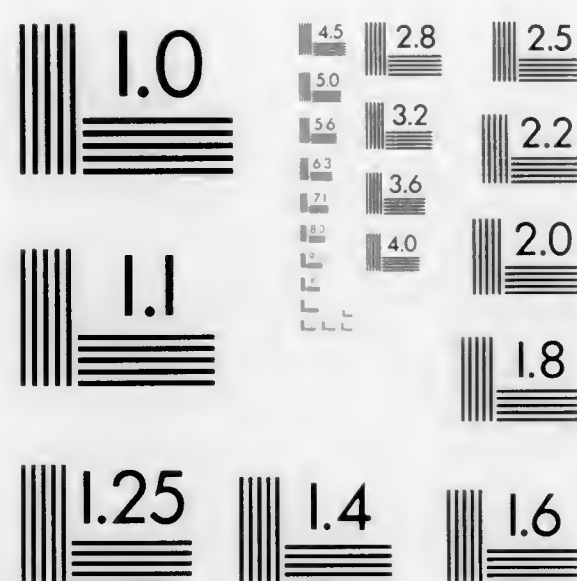
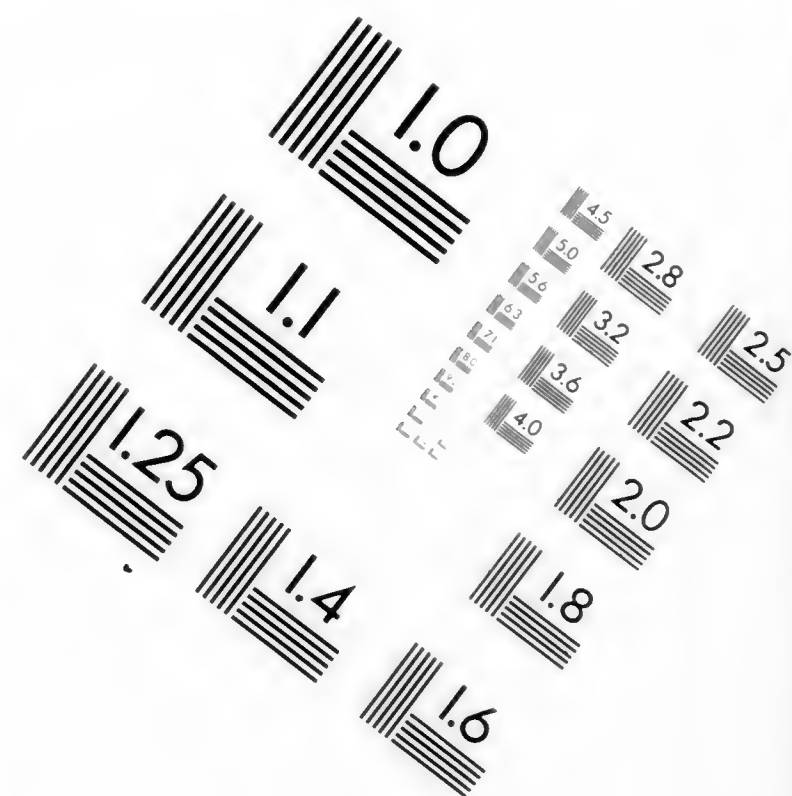
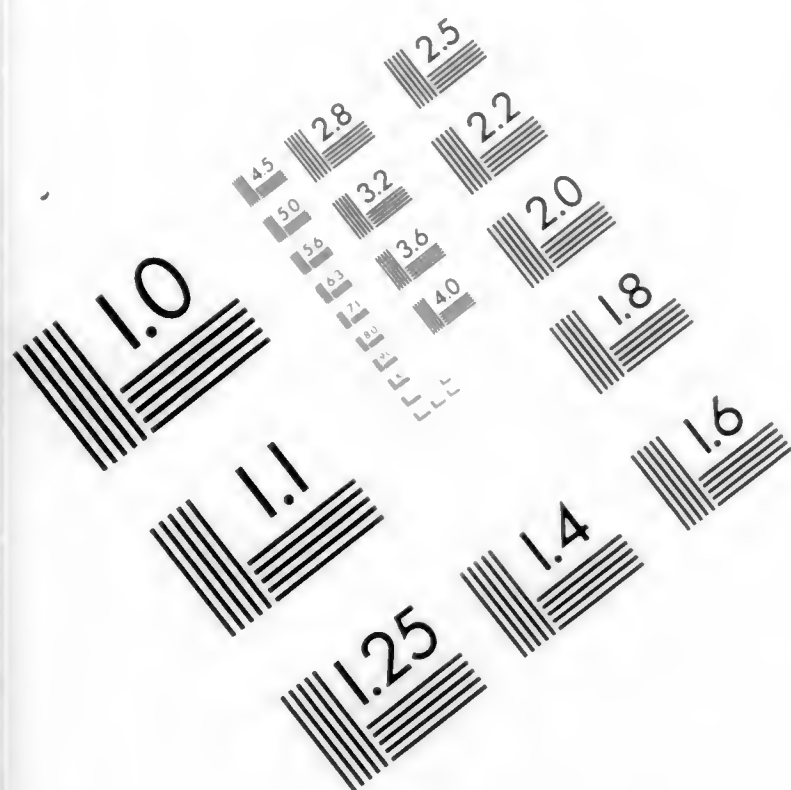
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APPLIED IMAGE
1653 E. MAIN STREET
ROCHESTER, NY 14609
TEL (716) 482-0300
FAX (716) 288-5989

F917.59211
N 532

New Smyrna Board of Trade.

A HARBOR OF REFUGE, A HARBOR OF COMMERCE, A HARBOR FOR THE PEOPLE, AT NEW SMYRNA, FLORIDA.

The opening of the Panama Canal will bring to the Atlantic Coast many sea-going vessels. The commerce on the ocean will no doubt materially increase. The Central and Southern States will of necessity desire a seaport where an outlet can be had to the new markets that will be opened. Alabama, Kentucky, Tennessee, Indiana, and other States have an unknown amount of wealth lying under the ground in the shape of coal. The Southern States have an unlimited supply of iron and the products of iron, that could it but reach the seaboard markets would return annually to those States many millions of dollars and would in the production furnish employment to many thousands of men now seeking employment. The east coast of Florida has the location for a harbor—one easy of access—easy to construct and a harbor which would be open to the entire travel along the coast—at New Smyrna.

We may talk of other harbors and their cost, but if you will pick up a map of the State of Florida you will note the location "Mosquito Inlet." At this point the Halifax River and the Indian River, north, join and there enter the Atlantic Ocean. One and a half miles from this inlet is the City of New Smyrna, a city, according to the census of 1910, with approximately 1,200 population, but at present containing at least 2,000. The opening of this harbor has been before Congress.

House Executive Doc., Vol. 4—1885-1886—Library
Book No. 2371.

89406

FLORIDA STATE LIBRARY

This volume contains on page 1,287 the preliminary examination of Mosquito Inlet (New Smyrna), Florida, by Capt. W. T. Russell, the captain of engineers. He reports *inter alia*. "This section, healthy and unsurpassed for the culture of tropical fruit, will soon be settled, and the amount of freight to be carried in and out will be enormous * * * The bar across the mouth of the inlet is much nearer in to the shore than any other bar that I have seen on the coast, and is only about 200 to 300 feet across. Like all the bars of the Florida coast, it is subject to great changes under the action of the storms and winds. I made a personal examination of the inlet and at this time there is about eight feet of water at high water.

"Captain Fulford, of the steamer *Greenwich*, informed me that the channel was continually shifting in position and in depth. The usual course is a slow movement to the southward, a new channel forming along the north beach as the old channel loses itself in the south beach. I am of the opinion that it would be of great benefit could a channel be kept, say of 10 feet, at high water over the bar. I would recommend that a survey of Mosquito Inlet be made with that end in view. I estimate the cost of said survey at \$900, ~~000~~."

On page 1,288 of the same book is the report of a survey of Mosquito Inlet made by D. C. Houston, lieutenant colonel of engineers, in which he says:

"The cost of jetties, located as shown on the accompanying map. The cost of these jetties, to be built only up to the level of mean low water, is estimated at from \$500,000 to \$750,000. It seems evident that no permanent improvement can be anticipated at this locality except by the construction of works which shall direct the ebb current in a single channel over the bar, and be so located as to protect it (the channel) from drift and wave action.

"Should the interest of commerce warrant so large an expenditure as that above mentioned, some further investi-

gation will be necessary for the proper location of the works. * * *

In this same book, page 1,288, is the report of Capt. W. T. Russell, in which he says:

"Plan of Improvement.

"I would recommend for this improvement the construction of jetties and the protection of the shore line near the jetties; the jetties to be raised to the level of mean low water and to extend from mean high water to the 10-foot curve beyond the bars.

"The length of the jetties will be, for north jetty, 3,800 feet, and for the south jetty, 2,300 feet. I propose to build them 25 feet wide on top with side slopes of 1 on 3 on outside and 2 on 3 on inside. I propose to lay a foundation of ~~log~~ mattresses covered with brush, then to build up with stone of random sizes from 15 pounds to 300, to be covered with heavy blocks of concrete. The width between the jetties at the outer end to be 700 feet.

ESTIMATED COST.

North Jetty:

53,000 square yards of mats at \$1.50.....	\$79,500
20,000 cubic yards of stone at \$4.00.....	80,000
17,100 cubic yards of concrete at \$8.00.....	136,800
	<hr/>
	\$296,300

South Jetty:

30,500 square yards of mats at \$1.50.....	45,750
14,500 cubic yards of stone at \$4.00.....	58,000
4,000 cubic yards of concrete at \$8.00.....	32,000
	<hr/>
	\$135,750

Contingencies and shore protection.....	66..
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Aggregate	\$498,800
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* * * "The borings indicate sand underlaid by a hard, stiff clay at an average depth of 20 feet below mean low water. * * *

Since this report was made, the country in and around New Smyrna has been developed. At Deland, the county seat of Volusia County, has been located and established "Stetson University." Fifteen miles from New Smyrna on the Halifax River is the city of Daytona, Seabreeze, and Daytona Beach with more than 6,000 population, and during six months of the year a population of not less than 15,000. By looking at a railroad map, it will be noted that but one railroad system reaches New Smyrna, but it will be further observed that three additional railroads could be built respectively 56, 54, and 28 miles reach this seaport. This would enable Alabama and other States to lay coal in the docks at a cost of approximately \$2.00 per ton as against the present rate exceeding \$4.00 per ton. Within a radius of 100 miles of this seaport more than four million boxes of oranges are grown. The freight rate on this product to New York is 70 cents per box; the freight rate from California to New York is the same. Within a radius of 100 miles of New Smyrna 100,000 tons per month of phosphate is mined and this is carried around the Keys, passing New Smyrna to the markets where shipped. The following statement shows the shipments for 1912:

The phosphate shipments from the territory tributary to New Smyrna in 1912 were:

To Belgium	127,372	tons
To France	108,665	"
To England	77,780	"
To Italy	69,345	"
To Germany	60,785	"
To Holland	58,380	"
To Japan	51,700	"
To Spain	42,690	"
To Sweden	20,250	"
To Denmark	16,400	"
To Ireland	15,000	"
To Scotland	14,750	"
To Netherlands	6,600	"
To Canada	2,100	"
Sundry shipments	295,167	"
		966,984 tons
Domestic shipments	291,623	"
		1,258,607 tons

The central portion of Florida is increasing in population. Capital is coming into the State seeking investment, but the question of freight on products grown in the State of Florida to other markets is a serious problem.

As an illustration, the city of Sanford, in Orange County, is practically the same distance from Jacksonville as New Smyrna, but Sanford can be reached by small boats on the St. Johns River. The following comparative table of rates will show why people do not build up a country where there is no competition in freights.

Class.	Jacksonville to Sanford. A. C. L. Ry.	Jacksonville to New Smyrna. F. E. C. Ry.	Kind of goods.
1	37	66	Dry goods, smoking tobacco, furniture, groceries.
2	32	61	Hardware, plug tobacco, jellies, food in glass.
3	29	55	Butter, dried fruits, hand agri- cultural implements.
4	24	43	Canned goods in tin, cereals, paint.
5	19	37	Hard stuff.
6	16	32	Sugar, iron, pipe.
A	16	23	
B	15	23	Bacon, ham, lard.
C	16	23	Flour in sacks.
D	13	18	Feed, grain.
L	1.50	1.90	Ton lot coal, cement, plaster.
M	1.50	2.00	Fertilizer.
N	27.00	31.00	Machinery, carload.
O	22.00	24.00	
P	16.00	16.00	Lumber, carload, shingles, lath.
R	.16	.29	Syrup.

Lying to the west, north and south of New Smyrna is one of the finest countries in the world for the growing of all classes of citrus fruits; all kinds of vegetables are grown, and the time is not far distant when there will be vast groves of English walnuts, pecans, figs, grapes, and melons, and the country will be a garden spot which will attract people from every clime.

In the Rivers and Harbors Bill now before Congress, H. R. 28180, page 19, an appropriation is provided for a harbor at St. Lucia. We have nothing against this measure, but we do insist that the harbor at New Smyrna should not be left out. By looking at the map of the State of Florida it will be noted that St. Lucia lies 132 miles south of New Smyrna. To the west of it lies a stretch of swamp lands and there comes a lake and then more swamp land. It is very evident that but one railroad will ever reach St. Lucia, without it being constructed so as to parallel the Florida

East Coast. It is patent on its face that the central part of the State of Florida, which furnishes seventy-five per cent of the commerce of the State, can reap no benefit of a port at this place for either shipping or receiving freight. It will be apparent to any fair-minded person that the intent of this proposed improvement is not to give the central part of the State an outlet of its product at a reduced freight rate. Again, suppose the Navy should desire to use a port on the East Coast. How could supplies be delivered there, except by one railroad. The time may come when this would be a very important matter to the Government.

At New Smyrna there is a natural harbor and at the present cost of labor and material a water-way 30 feet in depth can be had for less than \$750,000. The harbor at New Smyrna is a natural one. Forty-two feet of water in the ocean can be reached within one mile. Inside of Mosquito Inlet is a river which for several miles with a small expenditure would furnish a 30-foot depth of water. With an expenditure of less than a million and a half dollars the harbor at New Smyrna would excel the larger portion of the harbors on the Atlantic coast. The vast coal fields at Birmingham and the coal and coke fields at Jasper, Alabama, would be in reach for an inexhaustive supply of coal and coking coal.

Population 100 Miles of New Smyrna (Radius) By Counties.

Volusia	16,500	Total mileage of Railroads in above counties, and within 100-mile radius, 2,411, but of which only one system reaches New Smyrna. With a harbor there, several of these lines would no doubt extend to reach the Port.
Brevard	4,717	
Osceola	5,507	
Polk	24,148	
Orange	19,107	
Pasco	7,502	
Sumter	6,696	
Lake	9,509	
Marion	26,941	
Alachua	17,500	
Putnam	13,096	
Bradford	14,090	
Clay	6,166	
<hr/>		
Affected territory, additional and adjacent....	177,600	
St. Johns.....	13,208	
Hillsboro (corner).....	2,500	
<hr/>		
15,708		
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Grand total.....	193,368	

Population 100 Miles of St. Lucie (Radius) by Counties, Excepting Dade County, which has the Benefit of Water Rates.

Brevard, one-half.....	2,100	Total mileage of Railroads in above counties and within 100-mile radius, 227, which includes the F. E. Coast to Miami, and which is the only railroad in this section of the State.
Osceola, one-fourth.....	700	
De Sota, one-half.....	3,200	
Lee, one half.....	1,750	
Palm Beach.....	5,577	
St. Lucie County.....	4,075	
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Total population.....	17,402	

This is but a brief statement of conditions. A map is attached showing the location of the inlet at New Smyrna, also a map for comparison showing the conditions at St. Lucia.

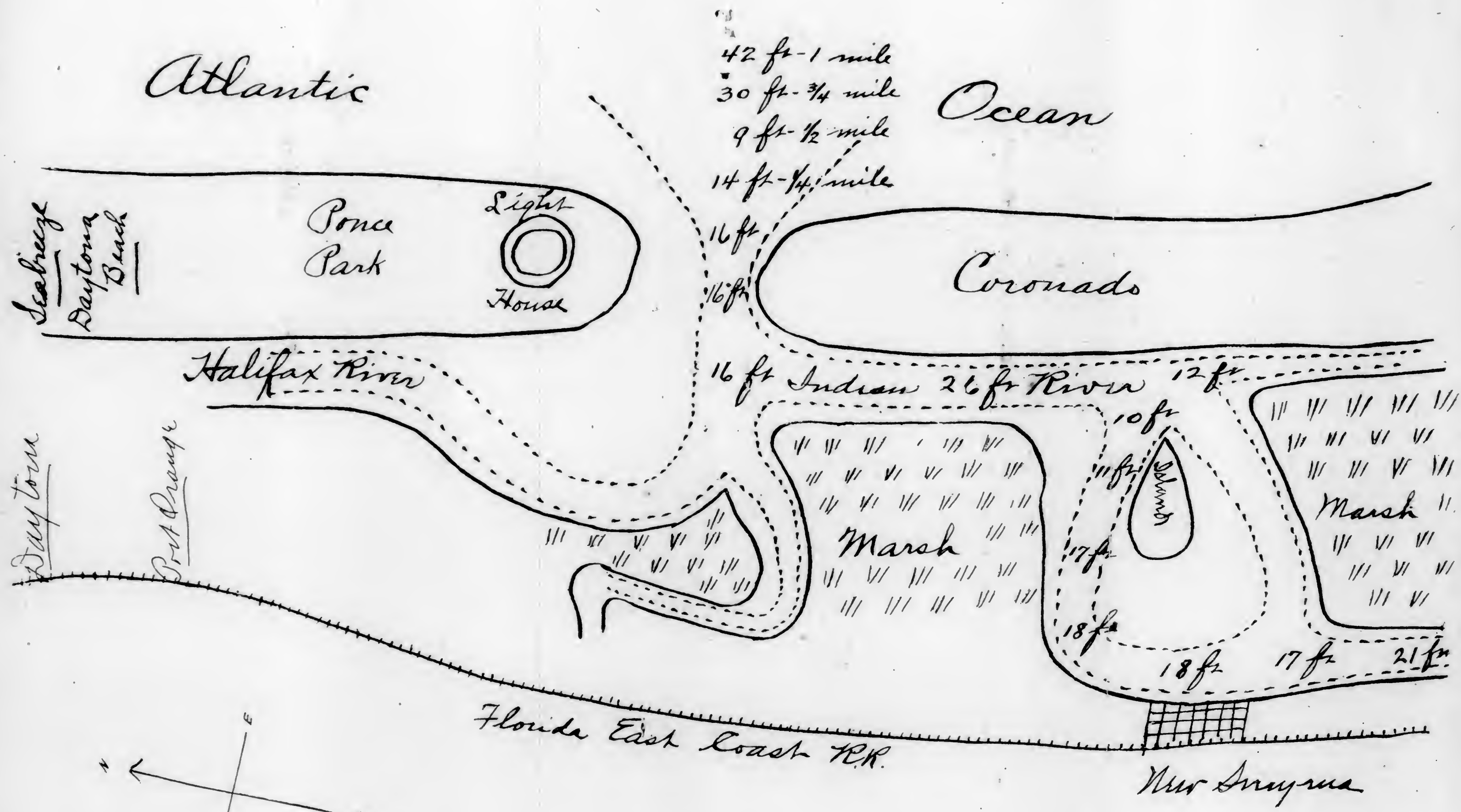
Respectfully,

H. I. HAMILTON,
Secretary Board of Trade, New Smyrna.
 D. H. RUTTER,
Board of Trade, Daytona,
 CHAS. E. BARRETT,
Committee.

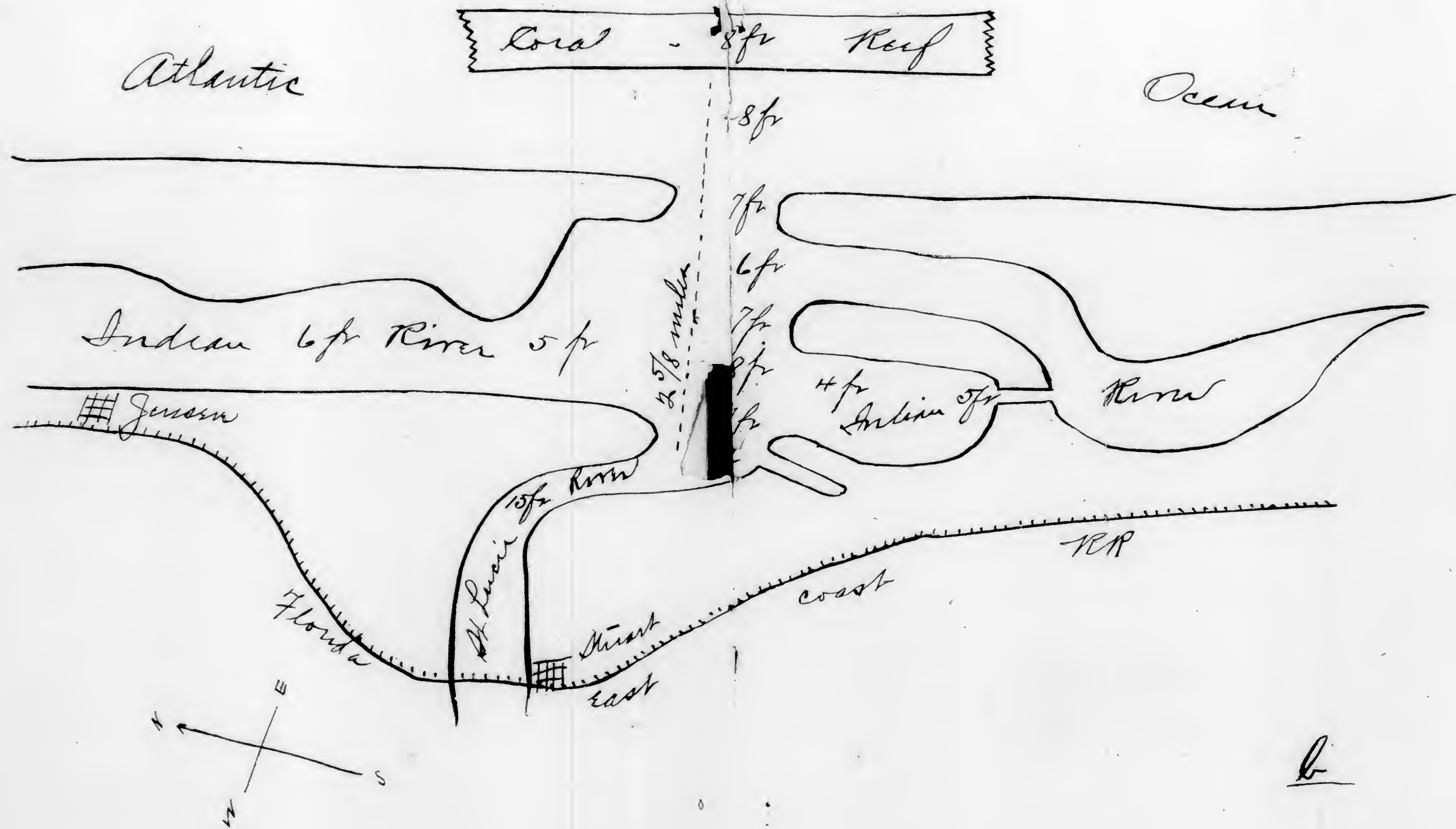
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map & pamphlet
Hankins
St. Louis

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